

Notices to Consignees.

STEAMSHIP SAGALIEH.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Havre and Bordeaux ex Steamship *Sagalieh*, in connection with the above steamer, are hereby informed that their Goods—with the exception of Opium, Treasures and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 2 p.m. To-day (Friday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Saturday, the 10th January, at Noon, will be subject to rent, and landing charges at one cent per packet per c.m.

All Claims must be sent in to me on or before the 12th January (Monday), or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 2, 1891. 12

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP LENOX, FROM
GLASGOW, LIVERPOOL, PENANG
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Coy., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, January 5, 1891. 33

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. DENBIGHSHIRE,
FROM HAMBURG, ANTWERP, LON-
DON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Coy., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, January 5, 1891. 34

Intimations.

WINDSOR HOUSE.

No. 8, QUEEN'S ROAD CENTRAL.
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Commercial Bank. It offers First-Class Accommodation to RESIDENTS and TRAVELLERS, has a Spacious Dining Room, and a large number of well-furnished Bed-Rooms with all comforts. A Good Table kept.

TABLE D'HOTEL—Breakfast, 8.30 a.m. to 11 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, of reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM,
Proprietress.

Hongkong, August 30, 1890. 1682

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 26, 1885. 1485

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour.

ALMAH, British barque, Capt. S. Munro, Willet & Co.

B. P. GRENNEY, American ship, Capt. C. E. Humphrey, Russell & Co.

BUTTERN, British 3-masted scho. Capt. John Stronach, Jardine, Matheson & Co.

JOHN BAILEY, American barquentine, Captain F. P. Shepherd, Master.

LOTHIAN, British barque, Capt. Thos. G. Evans, Gibb, Livingston & Co.

ST. NICHOLAS, American ship, Capt. C. P. Garver, Douglas, Lapraik & Co.

Hongkong, January 8, 1891. 62

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 10th January, 1891, at Noon, at his Sales Rooms, Queen's Road,—
(Under District for Rent),
SUNDRY STORES, &c.,
belonging to SEE TAI SHOP, No. 112, Queen's Road Central,
(More or less damaged by Fire),
comprising—

TINED MEATS, FRUIT PRESERVER, JAMS, BUTTER, VEGETABLES and BISCUITS, PICKLES, VINEGAR, SALAD OIL, MUSTARD, SALT and SYRUP.

BRANDY, CHAMPAGNE, WINES, BEER and PORTER.

UNWASHED SUGARS, STOCKINGS, NAPKINS, TOWELS and HANDKERCHIEFS.

ST. TONNEY, PERFUMERY.

Also at the Shop,
SHOP FIXTURES and FURNITURE,
ONE IRON SAFE, &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, January 8, 1891. 51

PUBLIC AUCTION

OF MILLINERY, DRAPERY, FANCY,

GOODS, &c.

THE Undersigned has received instructions to Sell by Public Auction, on
THURSDAY,
the 15th January, 1891, commencing at 2.30 p.m. sharp, at his Sales Rooms, Daddell Street,—

A QUANTITY OF
DRAPERY and MILLINERY
comprising—

LADY'S UNDERWEAR, PLAIN and FANCY SILK STYCHES, LADY'S and CHILDREN'S FUR COATS, and VICTORIA LADY'S and CHILDREN'S CASHMERE HOSE, MEN'S HALF HOSE, CHILDREN'S READY MADE TUNICS and FRACKS, LADY'S STRIPES and PLAIN SKIRTS, LADY'S BLACK KID GLOVES, BEIGE SILKS and LACE FLOUNCES in Newest Designs, the FINEST WEAR of TEACLOTHS, LADY'S WAISTCOATS, PLEAS, BARBIE, LACE, CUFFS and COLLARS, GENTS WHITE SHIRTS, DRESS, &c.

A QUANTITY OF FANCY GOODS,
Etc., Etc., Etc.

The above will be on view on Wednesday, the 14th Instant, p.m.

TERMS OF SALE.—Cash on delivery.

G. R. LAMBERT,
Auctioneer.

Hongkong, January 8, 1891. 64

NEW ORIENTAL BANK CORPORATION LIMITED.

NOTICE.

A DIVIDEND for the Half Year ended 30th Sept. has been declared at the rate of 6% Per Annum. COUPONS attached to GOLD SHARE WARRANTS may be cashed, and DIVIDENDS on SILVER SHARE WARRANTS issued locally will be paid, on and after 15th January at the Hongkong Branch Office.

H. W. RUTTER,
Manager.

Hongkong, January 8, 1891. 58

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that the Second Ordinary MEETING of SHAREHOLDERS in the Company will be held at the City Hall on MONDAY, the 26th January, 1891, at 11.30 a.m., for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1890.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents,
for the West Point Building Co., Ltd.

Hongkong, January 8, 1891. 60

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE.

THE REGISTER of SHARES of the Third Ordinary MEETING of SHAREHOLDERS in the Company will be held at the City Hall on MONDAY, the 26th January, 1891, at 12 o'clock Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1890.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, January 8, 1891. 61

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRAORDINARY General Meeting of SHAREHOLDERS will be held at the City Hall on MONDAY, the 26th January, 1891, at 12.15 o'clock p.m., for the purpose of Confirming the following Resolution passed by the Extraordinary General Meeting of Shareholders held at the City Hall on Thursday, the 8th January instant, viz:—

"That in pursuance of the Companies (Memorandum of Association) Ordinance 1890 the provisions of the Company's existing Memorandum of Association with respect to the objects of the Company be altered by eliminating from the 2nd and 3rd Clauses of the 3rd Clause of the said Memorandum of Association the words 'in the Colony of Hongkong' and its Dependencies (as not elsewhere) and by substituting therefor the words 'in any part of the world.'"

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, January 8, 1891. 62

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fourth Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 5 Stanley Street, Victoria, Hongkong, on MONDAY, the 26th day of January, 1891, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st November last.

The Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th Instant, both days inclusive.

By Order of the Board of Directors,
E. W. MAITLAND,
Secretary.

Hongkong, January 8, 1891. 63

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking Cargo & Passengers at through rates for SINGAPORE, CHIOO, HANKOW and Ports on the YANGTZE.)

The Co's Steamship, *Yuenyang*, will be despatched as above on SATURDAY, the 10th Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, January 8, 1891. 65

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PHOSPHOR SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)
BATAVIA—SUNDAY, 25th Jan.

The Steamship *BATAVIA*, sailing at Noon, on SUNDAY, the 25th Jan., 1891, will proceed to VANCOUVER, via INLAND SEA, PORTLAND, OREGON, and SEASIDE, CALIFORNIA.

RATES OF PASSAGE:
From Hongkong to SEASIDE, \$210.00
To Vancouver and Victoria, \$210.00
To Portland, Oregon, \$213.00
To Seattle, \$224.00
To Winnipeg, Minneapolis, St. Paul, \$240.00
To Chicago, Kansas City, Milwaukee, \$275.00
To St. Louis, Detroit, Cincinnati, \$280.00
To Hamilton, Kingston, London, (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, \$290.00
To Philadelphia, Baltimore, Washington, Boston, Portland, Maine, \$305.00
To Halifax, St. John, \$305.00
To Liverpool, \$325.00
To London via Liverpool, \$330.00
To Paris and Bremen, \$343.00
To Havre and Hamburg, \$355.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—

6 months at 25 per cent. off Return Fare
3 months at 50 per cent. off Return Fare
(Times to be named from date of landing to date of re-embarkation at Vancouver)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Ports will be issued available for 12 months at double fares (Mexican Dollars) Canada.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

COSTLY INVOICES of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Passengers must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passes, and Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, January 8, 1891. 65

DAKIN BROS. OF CHINA, LIMITED.

PURE WINES.

WE beg to invite careful attention to the following selection from our Wine List, for we have succeeded in combining purity and excellence of quality with moderate prices.

SHERRY.

VINO GENEROSO.—a generous round wine, green seal, per case per bottle \$6.00 \$6.00

VINO DE PASTA—a medium dry wine with delicate flavour, red seal, \$10.00 \$1.00

AMONTILLADO—a high class natural wine for connoisseurs of Sherry, yellow seal, \$12.00 \$1.10

DELICIOUSO—the very finest sherry procurable, 6 years in bottle, \$14.00 \$1.25

PORT.

Superior quality, \$10.00 \$1.00
Invalid Port, gold seal, \$12.00 \$1.10
Old Tawny, soft and mature, black seal, \$14.00 \$1.25
Specially selected old wine, \$20.00 \$1.75

BURGUNDY.

BEAUNE—Red Burgundy with strengthening properties, \$14.00 \$1.25

CHABLIS—amellow White Burgundy, fine flavour and bouquet, \$4.00 \$1.25

CHAMPAGNE.

AVIZE—a well matured, sparkling, celebratory wine, \$18.00 \$1.75

LEMOINE—VIN—CRU—CUVEE ROYALE—As supplied regularly to the Prince of Wales, House of Commons, and the chief clubs in London &c. \$25.00 \$2.00

Per case of 24 bottles, \$25.00 \$2.00

We are Sole Agents in China for the Sale of this splendid Wine.

TELEPHONE NO. 69.

No. 22 & 24, QUEEN'S ROAD CENTRAL.

2116

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TELEPHONE NO. 69.

No. 22 & 24, QUEEN'S ROAD CENTRAL.

2116

HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

TAILORS AND DRESSMAKERS.

FANCY COSTUMES

** DESIGNS AND PRICES ON APPLICATION. **
** EARLY ORDERS RESPECTFULLY REQUESTED. **

Vessels Advertised as Loading.

Destination	Vessels	Agents	Date of Leaving
Bangkok	Chow Fa (s)	Yuen Fat Hong	Jan. 10, at 9 a.m.
Batavia & Port of Call	Frederick (s)	Nordenflichter Lloyd	Jan. 18, at 11 a.m.
London	Dorset (s)	Russell & Co.	Jan. 10, at 4 p.m.
Marseilles, v. Saigon	Paklin (s)	Arnhold, Karberg & Co.	About January 20.
Manila, v. Saigon	Yangtze (s)	M	

The Stanley Company gave their first performance at the Theatre Royal last night, when a variety programme was submitted—a fairly good one—Mr. Stanley, who took his benefit on the occasion, thanked the Hongkong public for the support given to the company during a longer run than had been made by any company in the history of the colony. Last night's performance, he remarked, was the 67th, and he would have kept the boards for another month had the Theatre not been required by the Colonial Society.

A little salt sprinkled over a mustard plaster will enable the patient to keep it on for hours without pulling it off.

An electric railway has recently been opened in Switzerland which ascends the peak of Roeschberg at an angle of nearly 70°.

According to M. Fortillon's police detective photography, the eyes are the most important factor in the problem of identification.

The newest cure for sleeplessness is simply a pint of hot water slipped slowly before retiring to bed. It is said to be very efficacious.

A physician has compiled some very elaborate statistics to demonstrate that men of thought live, on an average, three years and a half longer than men in the ordinary vocations of life.

An excellent way of testing tea is to put a teaspoonful in a glass of water and shake it thoroughly. If the tea is pure the water will be a clear amber tint, but if adulterated strongly colored.

It is stated that a hotel has been built in Hamburg, entirely of compressed wood as hard as iron and rendered absolutely proof against both fire and the attacks of insects by subjection to certain chemical processes.

At a meeting of the Grand Lodge of English Freemasons, it was resolved:—That the sum of two guineas be voted from the funds of the Grand Lodge and added to the national subscription now being raised in aid of the families of the crew of her Majesty's late ship *Serpent*, recently lost with all hands, except three, off the coast of Spain.

COUNT HERBERT BISMARCK, after spending five weeks with different friends in England, has arrived in Paris. The *Daily News* Correspondent there writes:—He came chiefly in search of "distractions," which was his object on the Channel. Whether the search has been so far successful is more than doubtful, as he is looking a sad and depressed man wearing the appearance of one from whom the tide has ebbed. How wonderfully soon he has been conversing last evening was heard to remark after he went away that he was not up to date, and seemed hardly to take in what is going on in any part of Europe, or what has gone on since he dropped out of politics. In this connection the person I quote observed that the Count was a politician who is not great in himself, like Mr. Gladstone, loses touch with the political world, when obliged to retire therefrom. Prince Bismarck is said by his son to bear up well against the neglect into which he has fallen. He looks comparatively young and cheerful. His recovery interests him. The Prince has fared far more to heart than his changed position. She is in poor health. Count von Hatzfeldt, of the German Embassy in London, is also in Paris, but his visit has no connection with that of Count Herbert Bismarck.

WEST, might the Essex cornerer describe the case of a man named Hudson, who has been restored to life after being supposed to be drowned, as one of the most remarkable instances of recovery that have ever come under his notice. Hudson was, with two others, shooting wild fowl off Purbeck, when they were captured. His companions were drowned, but Hudson was seen by some people who were on a yacht floating in the water. A dingy was sent off to him, and the man in charge thinking, it is stated, that Hudson was dead, slipped a round his leg and towed him to the yacht. He apparently held on to the boat, and was at once taken into the boat and seen by a doctor, who pronounced him dead. Two men, however, devoted themselves to rubbing the body, and, after two or three hours' exertions, they were rewarded by finding that animation was returning. On the following day the poor fellow regained consciousness. Neither the coroner nor the jury appears to have inquired why the body was not taken aboard the dingy. The practice of towing corpses on the river is, we believe, very common, and it has been stated that it is due to some popular, but erroneous, notion regarding the law of the body.

THE CONTOUR OF GAMBLING.—A sort of ground swell of controversy has followed upon the recent clerical discussions at Manchester upon gambling, nor does it yet show signs of subsiding. One correspondent charges the clergy with being "much addicted to cards." To this he attributes "the ingenuity and subtleties" of their defence of playing for moderate stakes. "Can Heywood," says this correspondent, "be most illogical and inconsistent in his plea for 'three-penny points,' for he maintained that clerical whist-players did not care for the money, though he admitted that the trifling stake gave a zest to the game." How can this be, asks this terribly logical person, if it is not the desire to win the money of other people adds to the excitement? This correspondent assures us that he has a friend who has lost a lot of money in playing cards at a whist club, the members of which are chiefly clergymen. Another correspondent, signing himself "A Layman," is inclined to think that the root of the evil is to be found in church lotteries. Last year, he says, passes without his receiving a packet of tickets for an annual lottery from one section of the church. "Almost every week," he continues, "we see advertisements of bazaar got up by this or that church or chapel, and of course under the direct sanction of the clergy of the place, in which it is perfectly well known that the offering of prizes to induce people to stake their money against one another in the hope on the part of each of getting more than his money's worth at the expense of his fellow, is employed to get off the goods and to get in the cash." To be just, it is not only "A Layman" who holds these views, for the Bishop of Manchester at a recent conference distinctly declared himself opposed to the excitement of doing in the wheel and the lottery bag, even when they are associated with church bazaars.

It is not generally known that tin cleaned with newspaper will shine better than when cleaned with flannel.

THE CHINESE EXHIBITION.—The affairs of the Chicago World's Fair are in a hopeless muddle. "The Chicago Herald" says that the entire project is in great danger of wreck. Through the complications arising from the fact that the project is in the hands of the National Congress and the National Congress asked to dissolve the National Congress and appoint a new committee to select Chicago as the site where the fair shall be held.

JAPAN is being rapidly covered with railways, and it is said to be remarkable how well the railways are managed, and that entirely by Japanese. The engines are sufficiently comfortable and the trains run with great punctuality. The speed is not great, an average of about sixteen miles an hour being maintained on the chief lines, but this includes stoppages, which are very numerous. The Japanese are very fond of travel, and the third-class carriage is nearly always crowded. A recent writer remarks that one of the traveler's first impressions is that a lot of schoolboys are playing at running a railway, so young and small are porters and the train hands, and the inevitable policeman with his sword may be the widest of even the smallest station. The politeness and deference shown to foreigners at all stations, at large and small alike, are very conspicuous. The porter who, as a rule, will politely refuse any fee, will get the foreigner's ticket for him at once. The stranger's luggage is checked, and he is admitted to the platform while the Japanese travellers are kept in the waiting room until the train is signalled. The foreigner in Japan who behaves with courtesy to the people of the country, is not only liked by them, but he is the guest of the whole nation. The liking for foreign food is also spreading rapidly, so that in most towns of moderate size travellers can get bread and milk if not butter. As to beer and wine, they are now to be had at every railway station. English is now so generally spoken that it is scarcely necessary for travellers to take a guide.

In these respects the country is a great contrast to China. In nothing, however, is the contrast between the two countries so great as in the facilities for travelling.

The French and German delegates who were deputed to attend the Commission on Argentine Finance, have, says the *Daily News*, left London in no good humour. They disagreed with the English bankers who were sent to the Bank of England, and the venture to limit the two countries and the English bankers were right. What the Continental representatives urged was a mere patch-up. They wanted something which, to call it by a harsh name, resembles a conspiracy against the investing public. To provide hard currency Argentine coupons, to limit the two countries, or to would only disguise the situation, not mend it. Argentina is in the position of a debtor who, with good business prospects, must nevertheless in justice call his creditors to account. To do this, and to the detriment of C. D. and the rest of the alphabet, is not just. That is why the English plan is the sounder and more commendable. What is proposed is as follows: National coupons are to be funded for three years, the stock which holders are to receive being subject to the national loan (of 1880) which is already a charge on the Customs. To the extent that the National Government has already created and deposited its own bonds with the provincial banks, and the Central Government has accepted, a scheme of this kind will be accepted. The main object of the London Convention was to prevent a desperate attempt on the part of Argentina to go on paying by the creation and sale of paper money. The disorganization in business which results from inflated currency becomes in time a terrible scourge, but the Governments of new countries are too ready to surrender their power to "make money" by decrees and legislative acts. Every sincere well-wisher of Argentina as a nation must desire to see a return to stability in the value of the paper dollar. English investors have a great stake in that country, and it is the view of the writer that the London Convention should insist on drawing cash from the country during the depression of the next two or three years—possibly less.

THE NAMOA PIRACY CASE. Mr. Wootton resumed his inquiry into this case at the Magistrate's today. Mr. Wootton was present on behalf of the *Duals* Steamship Co. The following evidence was taken:—

Sorab, quartermaster of the *Namoa*, said, I was on board on 10th December last. About 1 p.m. I was in my cabin on the upper deck underneath the bridge, on the port side when I heard the sound of shot being fired. Another quartermaster who was in the cabin with me, named "Chung," ran out on deck. I did not see him again. I remained in the cabin. About an hour afterwards the carpenter came to me and called me out of the cabin. When I came out I saw four or five pirates armed with revolvers. They pointed their revolvers at me and told me to go down the bridge. They came on with me and told me to steer the ship. Four of the pirates remained on the bridge. One of them who appeared to be the leader told me to steer S.W. When I went on the bridge the course being steered was E.S.E. We continued on the S.W. course for about three quarters of an hour, when I was ordered to go to the East again. During this time I saw a steamer pass on the port side. We continued on the southerly course till about 7 p.m. I then altered her course to N. and remained on that course for about ten minutes when I was ordered to go to N.W. The ship all this time was going full speed. At 8 p.m. the course was set west and at the same time the order to slow the engines was given. About 15 minutes after this I saw a junk coming alongside. The junk was coming from about half an hour and then she was slowed. I was then told to go forward. Three of the pirates accompanied me. The pirate leader then ordered me to go into the fore-cabin, where I remained until the pirates left the ship. They did not offer me any violence at any time. They searched me before I went on the bridge to see if I had any arms. While I was on the bridge the pirate leader asked me how many men were on board and I told him there were 35. The pirate leader said he himself had been a quartermaster for eight years. He seemed to be quite understanding the steering of the ship. I asked him how many men he had on board and he said he had 30. None of

the other pirates on the bridge talked to me. They appeared to be friendly under orders of the leader. Young Sing, carpenter, said—I was in the fore-cabin when I heard several shots fired. I peeped out to see what was the matter, when somebody fired at me and very nearly hit me. I hid myself in one of the fore-cabin's bunk and remained there about a quarter of an hour, when someone called out—"All from come up. If you don't come up we will kill all of you." All the foremen went up and I went also. Six or seven pirates were standing at the top of the stairs. They said, "You are as good as dead. If you don't give up your lives, but if not we will kill you." The foremen said they would obey. The pirate said "Then go down to the engine room and do your work, and when we give you a word you must obey it." The foremen went down, and stayed in the fore-cabin for minutes afterwards the pirates called out "Send a man up from the engine-room to speak English." The No. 3 foreman came up and one of the pirates said to him "You can tell the Englishmen who are on board that I look up to you. They will then go up into the room while we take away the passengers' property. We shall leave at eight o'clock." The No. 3 foreman said he did not know how to speak English and he pointed to me. The pirate then gave the order to me, saying, "If they ask you, tell them that I look up to you. They will then go up into the room while we take away the passengers' property. We shall leave at eight o'clock." The No. 3 foreman said he did not know how to speak English and he pointed to me. The pirate then gave the order to me, saying, "If they ask you, tell them that I look up to you. They will then go up into the room while we take away the passengers' property. We shall leave at eight o'clock." The No. 3 foreman said he did not know how to speak English and he pointed to me. 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